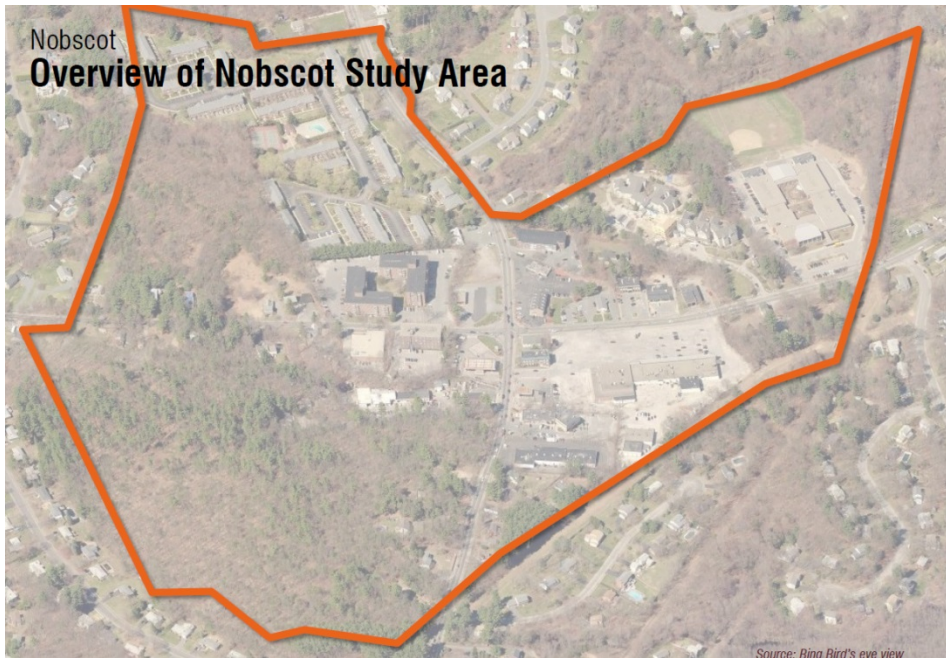


FRAMINGHAM NEIGHBORHOOD COMMERCIAL CENTERS: ACTION PLAN



Nobscot Neighborhood
November 12, 2015

AGENDA



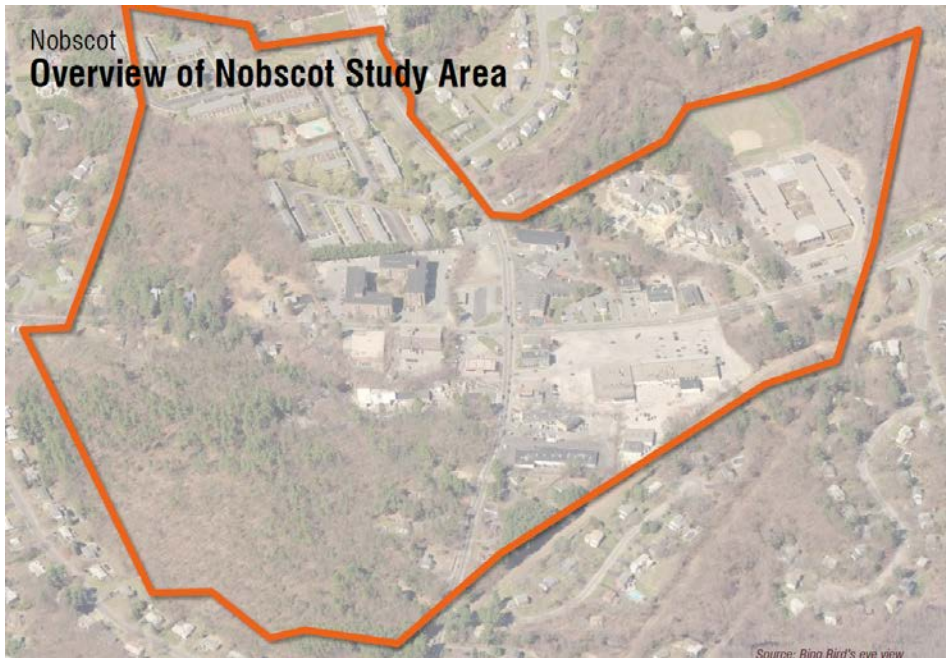
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COMMUNITY VISION

Nobscot is a vital and historic commercial center that serves the surrounding residential neighborhoods with community, service, and recreational amenities that reinforce livability and quality of life.



GOALS



- Transformation of Underperforming Properties
- Alignment of Uses and Services
- Connection to Recreational Resources
- Aggressive Expansion of Walkability

Nobscot

Recommendations



Redevelopment and Urban Design

- 1 Focus on primary street frontages
- 2 Reduce visual impact of parking
- 3 Create consistent district features
- 4 Redevelop key parcels



Marketing and Reinvestment

- 5 Focus on vacant spaces
- 6 Promote community assets
- 7 Encourage reinvestment



Public Realm Improvement

- 8 Improve vehicular circulation
- 9 Enhance walkability/bikeability
- 10 Strengthen open spaces/links

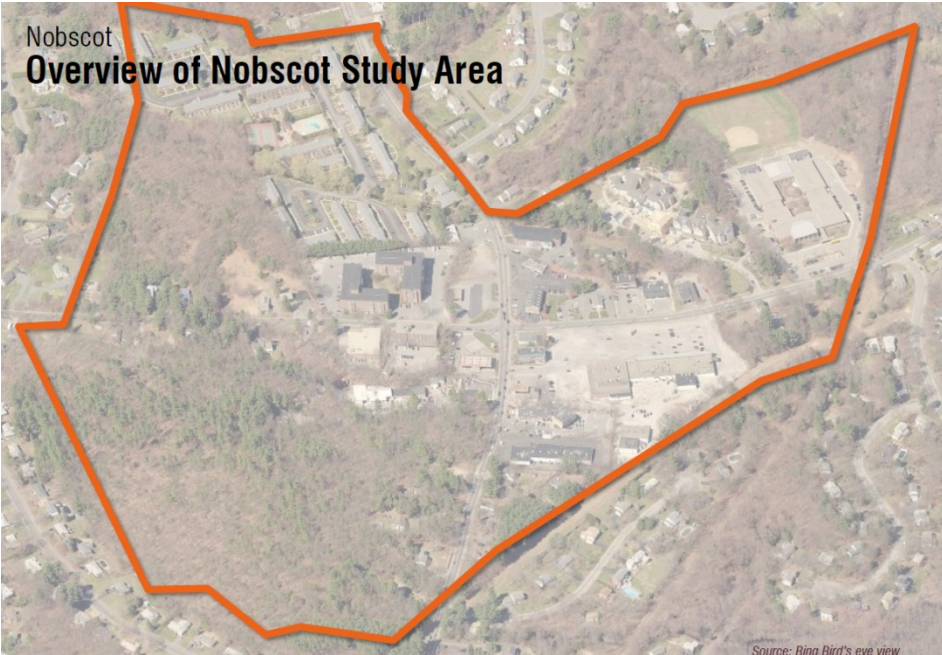


Regulatory Strategy

- 11 Align zoning with opportunities
- 12 Develop district design guidelines
- 13 Enhance efficiency of parking

AGENDA

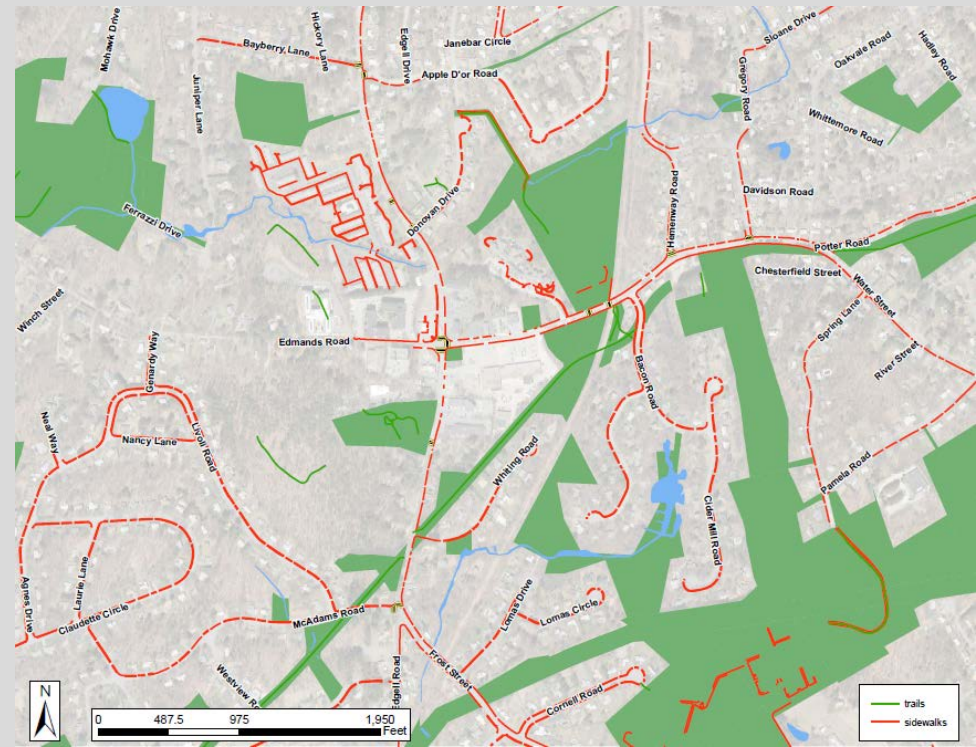
Nobscot
Overview of Nobscot Study Area



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Nobscot Village Neighborhood

- Precincts 1, 2, 4, and 5
- Area collaboration – identity
- Strong connections
- Desire to live in a great place
- **Nhood Mission:** The mission is to promote, preserve, and advocate for Nobscot, a village within Framingham, Massachusetts, and improve its quality of life for residents, businesses, institutions, and visitors.



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NOBSCOT

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The Village Zoning Process

Stakeholder Involvement

- ID the challenges
- Research and Data Collection
- Develop the Zoning
- Present back to the stakeholders
- Review, Incorporate, Finalize
- Town Meeting



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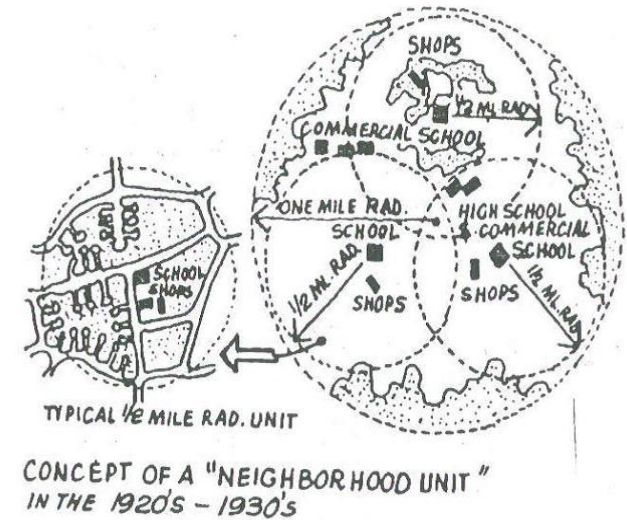


NOBSCOT

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What do we have...

- Strong community and neighborhood
- Re-investment in property
- School – New Library
- Established Center
- Open Space & Connectivity
- New zoning



What stands in the way...

- Underutilized property
- Vacant store fronts
- Missing links of connectivity
- Limited zoning



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What are the opportunities...

- Re-establish place & community – working together
- Off-Route 9
 - Brackett's Corner - bakery on Edmands Road (18th century)
- Small businesses
 - **Shop Nobscot First!**



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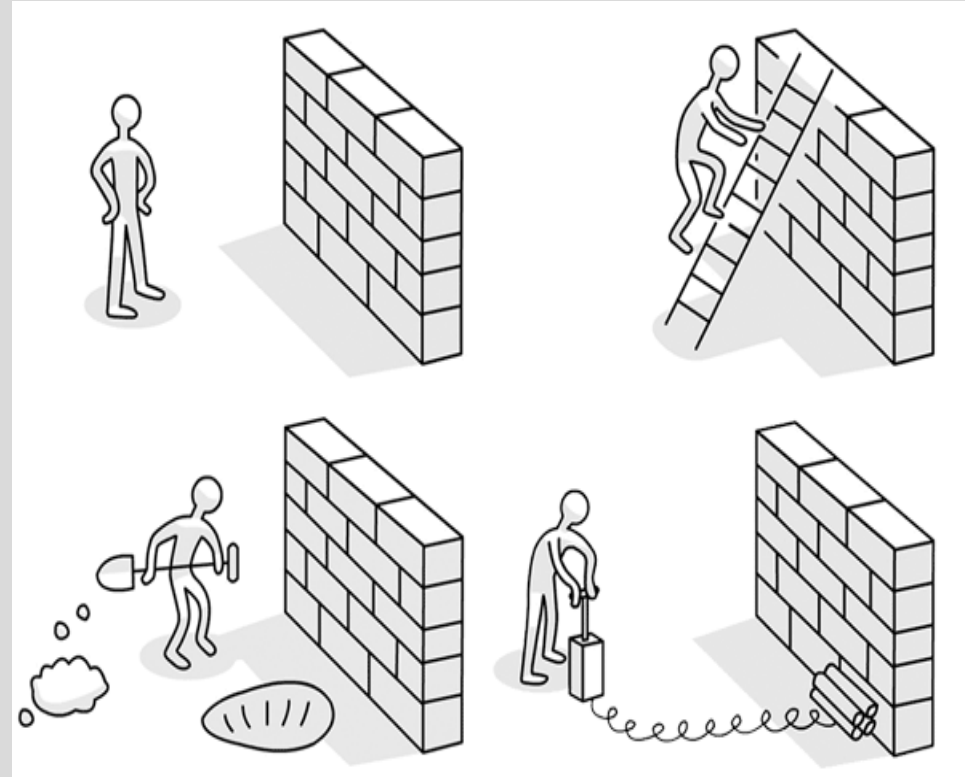


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What do we have to overcome...

- Limitations on building dimensional
- Develop zoning that fits the goals and objectives of Nobscot Village
- Build strong relationships



The Report

The Report states needs of Nobscot Village

- Village Zoning
- Increase height & density
- Mixed-use & Multi-family
- Residential Cluster
- Cooperative Parking
- Open Space & Connections

Completed

- ☑ Open Space Preservation Cluster Development, Section V.L.
- ☑ Parking Regulations, Section IV.B
- ☑ Effect permitting process: Plan-Build-Grow

To Do ...

- B-2 → Village Zoning



Getting to Work...

The Focus

- Research & Gather Information/Data/Case Studies
- Establish a timeline
- Develop Village Zoning



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Collaboration & Next Steps

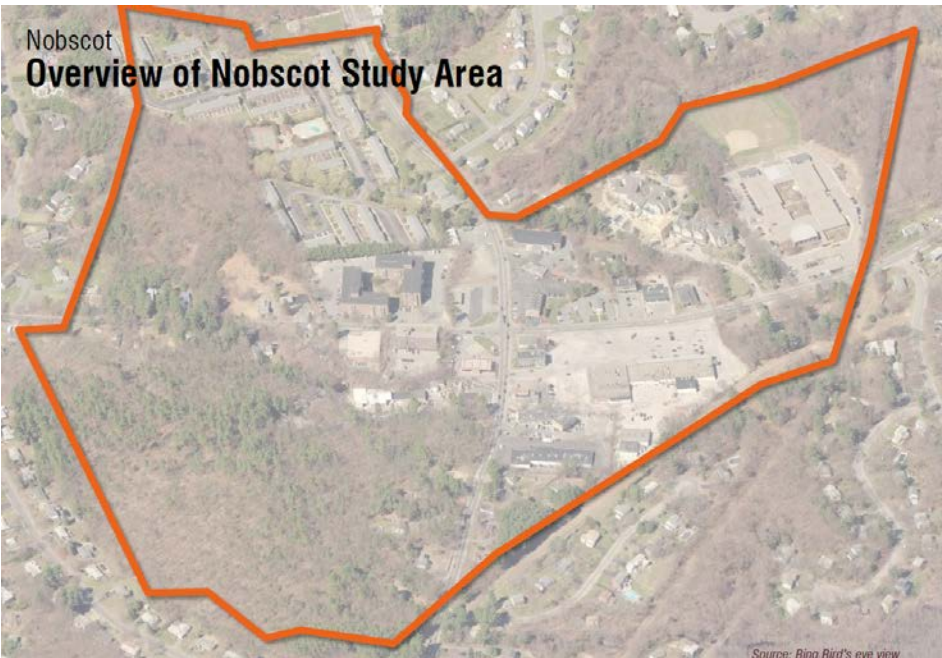
- Standing Committee on Planning & Zoning
- Continued collaboration with stakeholders
- Town Meeting



NOBSCOT



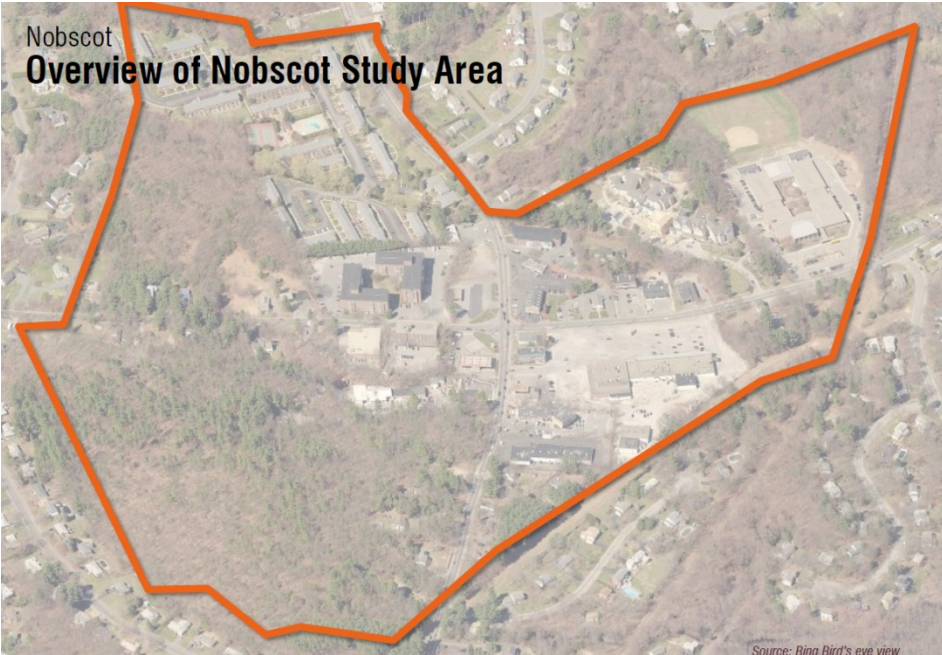
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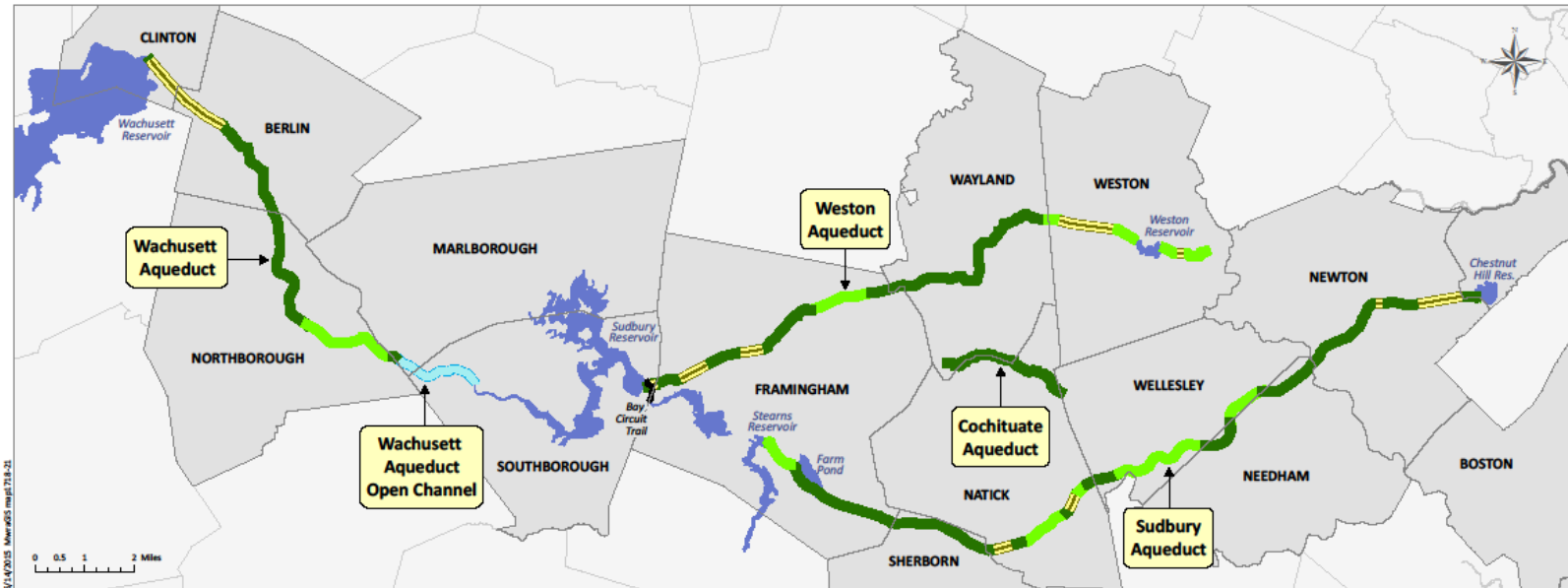
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MWRA Aqueducts - Public Access - May 2015



MWRA Aqueducts - Public Access - May 2015

DRAFT



Town	Aqueduct	Tunnel	Open Channel	Permitted	Opened
Berlin	2.2 miles	1.2 miles	-	(no app.)	-
Clinton	-	0.8 miles	-	(no app.)	-
Marlborough	0.1 miles	-	0.5 miles	(no app.)	-
Northborough	4.7 miles	-	-	4.7 miles	2.0 miles
Southborough	-	-	1.4 miles	(no app.)	-
TOTAL:	7.0 miles	2.0 miles	1.9 miles	4.7 miles	2.0 miles

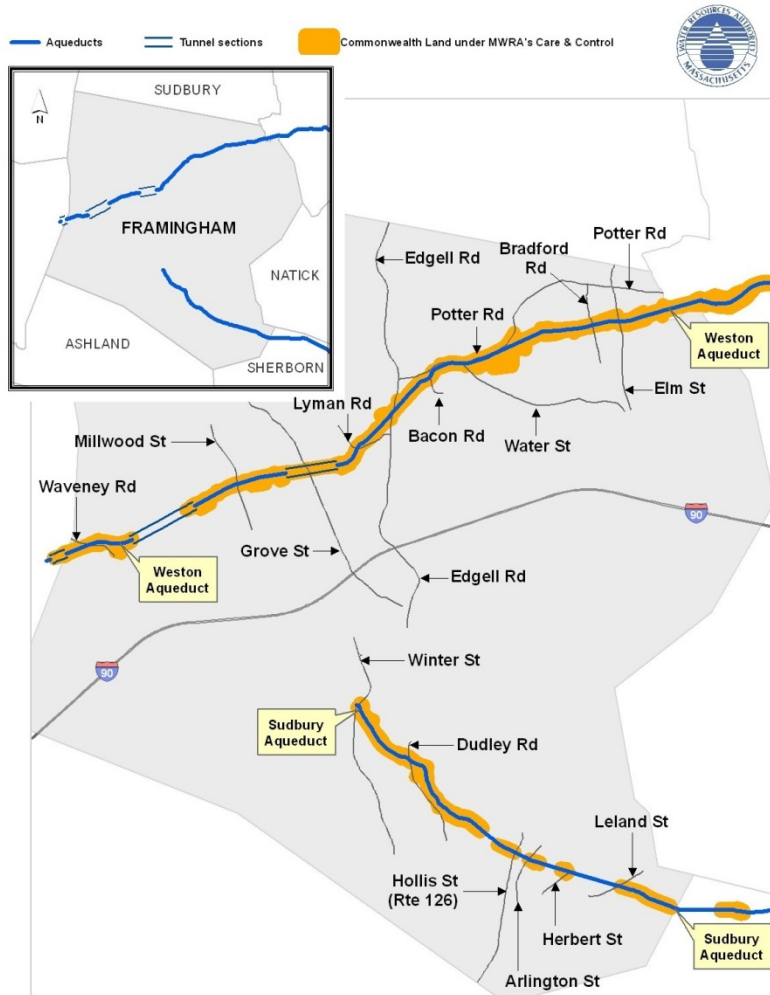
Town	Aqueduct	Tunnel	Permitted	Opened
Framingham	4.3 miles	1.0 miles	4.3 miles	1.3 miles
Southborough	186.4 feet	0.1 miles	-	-
Wayland	4.3 miles	-	(app. expected June 2015)	-
Weston	1.5 miles	1.2 miles	1.5 miles	1.5 miles
Bay Circuit Trail Connector				
Framingham	-	-	0.1 miles	0.1 miles
Southborough	-	-	0.4 miles	0.4 miles
TOTAL:	10.1 miles	2.3 miles	6.3 miles	3.3 miles

Town	Aqueduct	Tunnel	Permitted	Opened
Boston	0.2 miles	-	(no app.)	-
Framingham	3.1 miles	-	0.7 miles	0.7 miles
Natick	2.1 miles	0.6 miles	2.1 miles	1.5 miles
Needham	2.1 miles	-	(app. under review)	-
Newton	2.7 miles	1.0 miles	(no app.)	-
Sherborn	2.0 miles	-	(app. under review)	-
Wellesley	3.5 miles	-	3.0 miles	3.0 miles
TOTAL:	15.8 miles	1.6 miles	8.2 miles	6.0 miles

Note: Miles are not actual lengths; they are calculated from GIS data.

Footnote: Cochituate Aqueduct: 2.6 miles. Permitted in 2010: 2.6 miles. Not Opened.

Weston and Sudbury Aqueducts



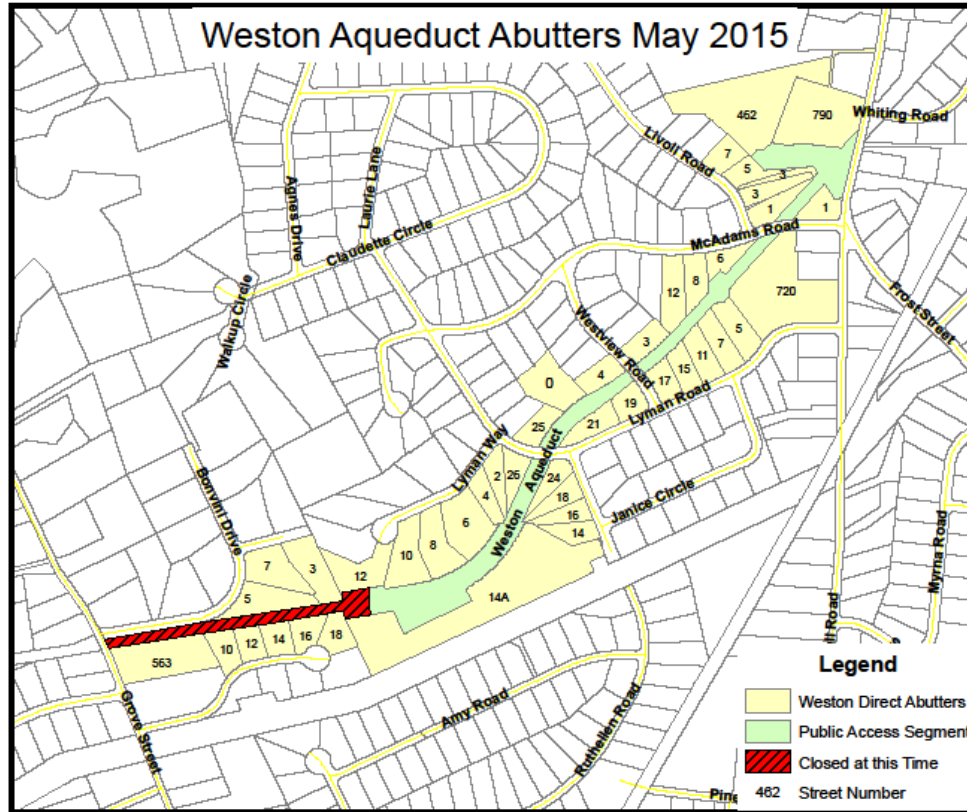
Weston Aqueduct sections that are operational in Framingham

- Wayland Town Line to Elm Street
- Elm Street to Water Street

Sudbury Aqueduct section that is operational in Framingham

- Winter Street to Dudley Road

Nobscot Village Next Steps



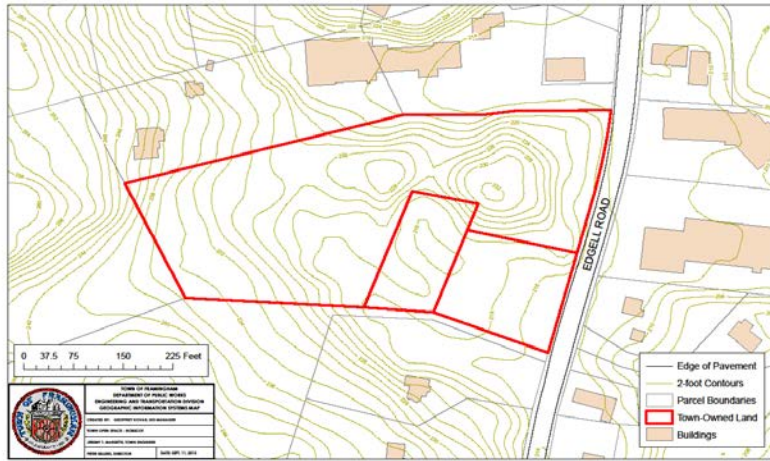
Proposed section of the Weston Aqueduct

- Edgell Road to just west of Lyman Way

Future section of the Weston Aqueduct

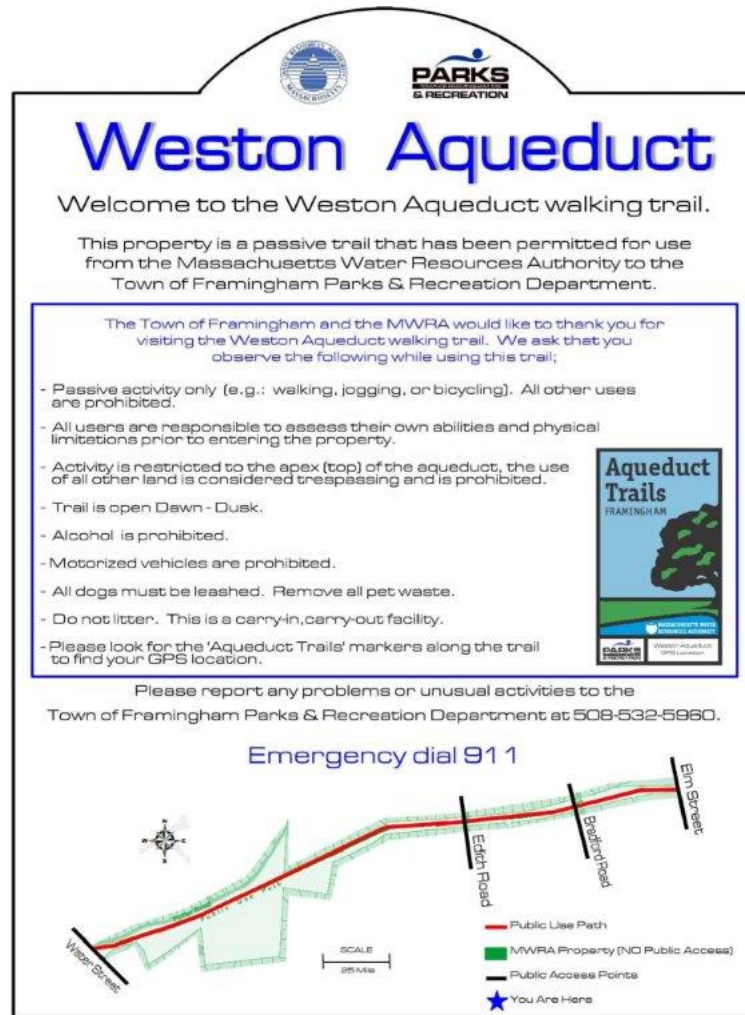
- Water Street to Edgell Road

Nobscot Park Connection



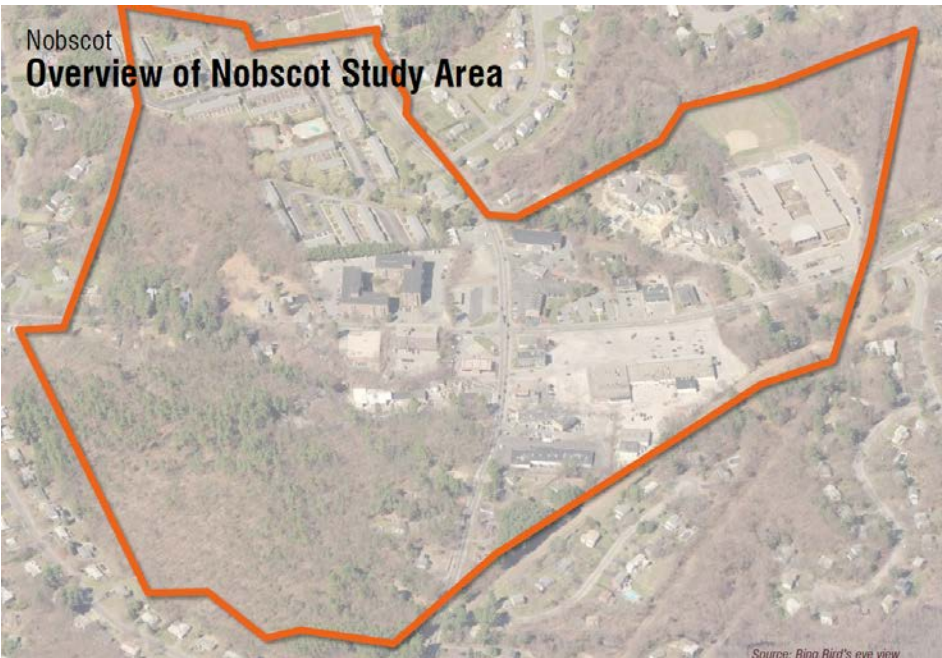
- A five acre passive recreation neighborhood park managed in collaboration with Parks and Recreation and the Conservation Commission.
- Currently consists of a parking lot, and picnic area in a natural wooded setting.
- In close proximity to Nobscot Village, the Weston Aqueduct, and the future McAuliffe Library.

Next Steps



- Utilize informational and historical signage for the open sections of Aqueduct Trails
- Continue research into connecting regional assets by linking trails, parks, sidewalks, and bicycle routes
- Engage the public through continued community outreach

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“UNLOCKING” THE SHOPPING PLAZA

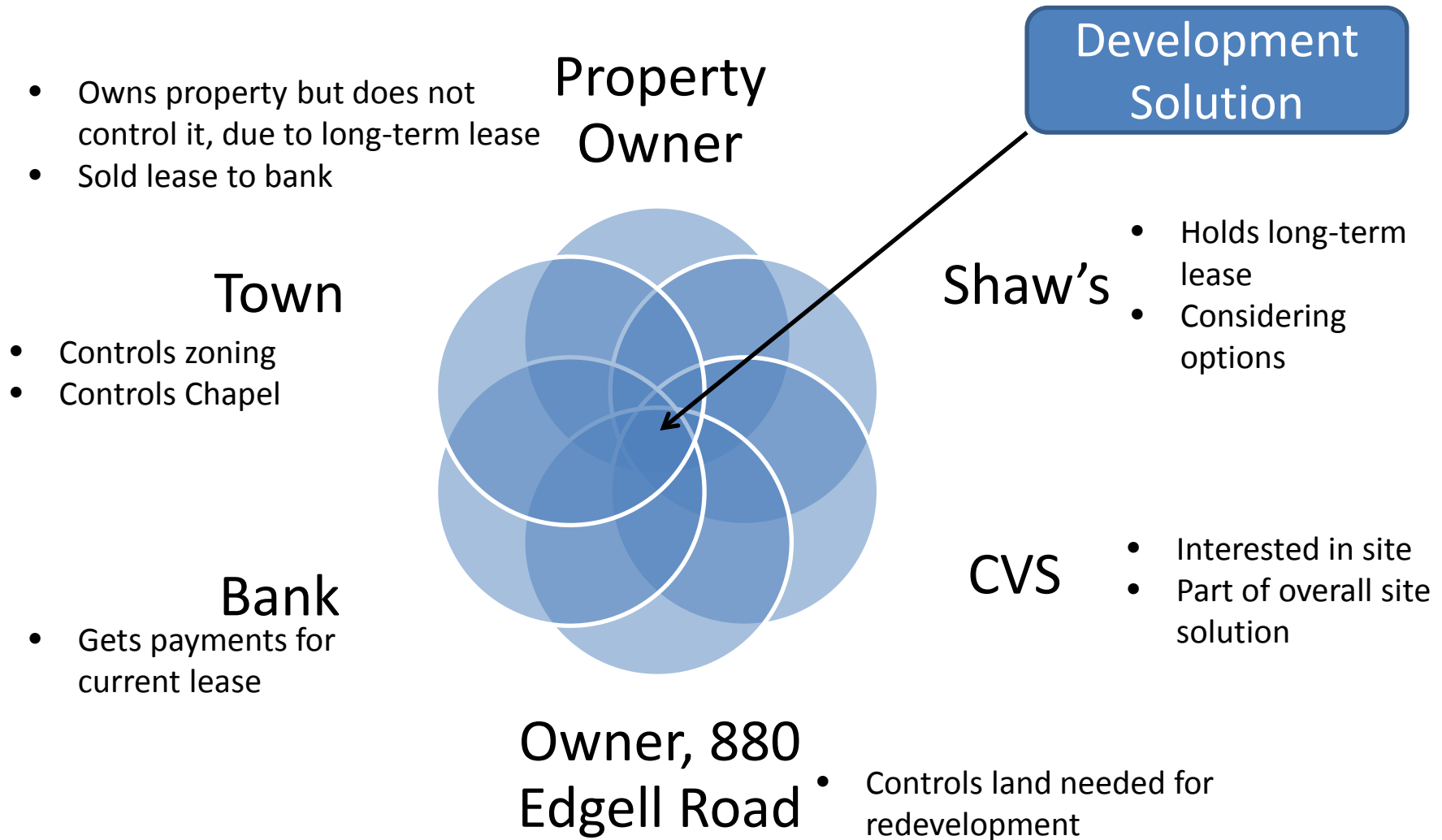
Recommendations – Redevelopment “Shopping Plaza Site”



Scenario	Conditions	Likelihood	Outcome	Consequences
Remain in current condition	Owner, leaseholds, tenants remain locked together	Likely	Vacancies remain, property stagnant drag on vitality	Community opposition, Town pressure
Recruit new tenants or subtenant for vacant spaces	New tenants create motivation to unlock situation	Unlikely	Vacant spaces filled with new tenants, more active use	New leases/tenants keep plaza configured as is
Redevelop as per current zoning (B-2)	Site Plan Approval, financial feasibility	Less Likely	Reconfigured retail plaza or medical/professional office	New mix of uses, reconfigured site, high subsidy
Develop as per new zoning – moderate density mixed-use with community benefit	Approve new zoning, positive financial advantage to current owners	Likely	Mixed-use with bias toward retail or residential	New mix of uses, reconfigured site, improved circulation and amenity, moderate subsidy
Develop as per new zoning – higher density mixed-use with community benefit	Approve new zoning, positive financial advantage to current owners	More Likely	Mixed-use with bias toward retail or residential	New mix of uses, reconfigured site, improved circulation and amenity, low subsidy

- Highest priority in every community conversation
- Grocery-centered development is not realistic
- Likely redevelopment requires zoning changes
- Likely redevelopment requires relocating the Nobscot Chapel

DEVELOPMENT SOLUTION MUST MEET MANY NEEDS



OWNER'S RESPONSE - CONCEPT

Residential

- 4 stories, 48' height
- 150 units
 - 50% 1BR
 - 50% 2BR
- Average = 940 sf/unit
- 255 parking spaces

Commercial

- 2, 1story buildings
- 10K sf
- 43 parking spaces

CVS

- ~11K sf
- Drive-thru
- 77 parking spaces



OWNER'S RESPONSE - CONCEPT



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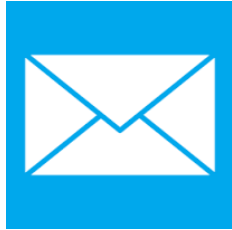
OWNERS'S RESPONSE - CONCEPT



OWNER'S RESPONSE - CONCEPT



QUESTIONS, FEEDBACK, AND INFORMATION



Share feedback by email, to
villages@framinghamma.gov



Sign up for “Notify Me” updates:
www.framinghamma.gov/notifyme



Follow progress:
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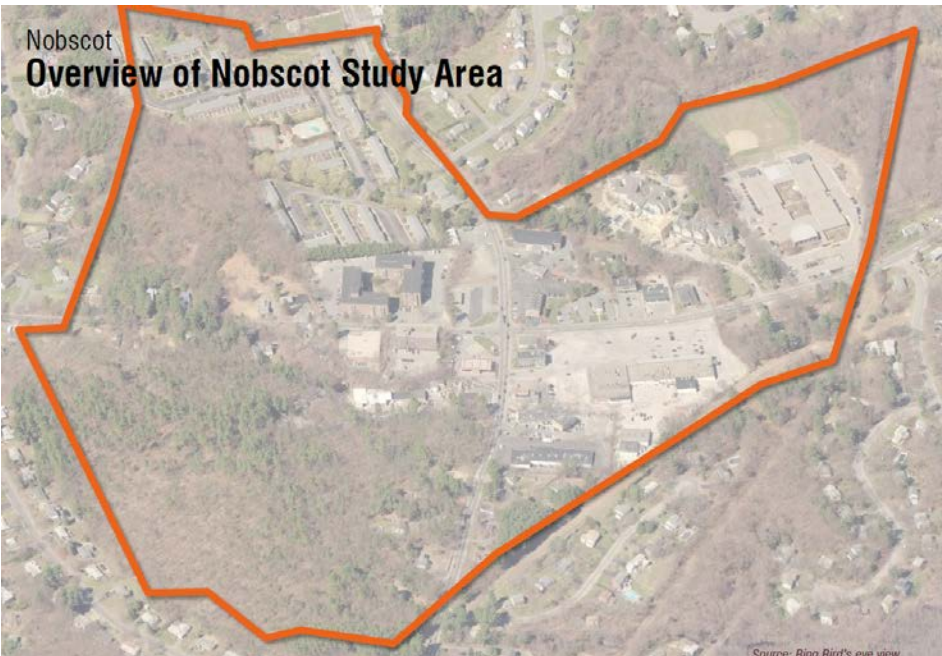
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Recommendations – Public Realm

A **OPTIMIZE MAIN INTERSECTION** – Improve intersection turn radii, turn lanes, configuration and signal timing at Edmands, Edgell and Water Street to improve traffic flow and pedestrian safety.



Nobscot

Recommendations – Public Realm

B ENHANCE WALKABILITY/BIKEABILITY – Fill gaps in pedestrian network with sidewalks and marked crossings, improve public streetscape, add sharrows and share-the-road signs on key bike connections.

